BULLSEYE

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Highlights

General talk

Vice Chief of Staff of the Air Force talks about JEFX and F-22 on ***Page 2***.

Muscular Dystrophy Association

MDA telethon takes place this weekend on ***Page 6.***

Anthrax

Air Combat Command vice commander discusses Anthrax policy on ***Page 9.***

Do's and don'ts

Legal officials discuss campaign rules on ***Page 15.***

New and Improved

Next week's Bullseye will feature a new look -- new design and color photos throughout the paper. Check us out.

Memorial and Dedication Service today

Nellis will hold a Memorial Service and Dedication Ceremony at 9 a.m. today at the 66th Rescue Squadron for squadron members who lost their lives during the tragic accident one year ago. This service is open to Team Nellis only.

Photo by Mr. Tim Loehrke

JEFX Gas 'n' Go

Lt. Col. Jim Harder, 86th Fighter Weapons Squadron commander, and Maj. Steven Bercsi, a flight surgeon (backseat) both from the 53rd Wing, Eglin AFB, Fla., pull up for gas in their F-16D. A Nebraska Air National Guard KC-135R from the 155th Air Refueling Wing helped refuel Joint Expeditionary Force Experiment aircraft during the live-fly portion of the experiment. The live-fly activities, which began Monday and end today, provides the experiment with operational validity. This edition of the Bullseye highlights the JEFX experiment. See pages 3,10-13, 19 and 21 for more on JEFX.

Gen. Lyles supports JEFX'99 experimentation

By Senior Airman Monica J. Munro
AWFC Public Affairs

Although he's not a pilot, Vice Chief of Staff of the Air Force, Gen. Lester L. Lyles is a "big supporter" of the F-22.

Gen. Lyles also had some things to say about JEFX, recruiting and gender-integrated training during a recent visit here where he observed part of the JEFX experiment.

"Experimentation has taken on more importance for all services, certainly for the Air Force," Gen. Lyles said. "During my tour of the JEFX facilities, I was pleased to see a strong experimentation to learn how our forces can work and learn to bring concepts and techniques together so we can improve the way we fight wars."

The same enthusiasm was shared about the topic of the F-22.

According to the general, there is a misconception about the power of our adversaries and their strengths and weaknesses.

"Some people in congress are pointing to our success in Desert Storm and Kosovo and saying we have no real threats, but that's so so wrong," he said. "One thing the secretary (the honorable F. Whitten Peters) and the chief (Gen. Michael E. Ryan) are doing is getting more of that story out to the people who need to know. We need the F-22."

Gen. Lyles sees other areas of the Air Force that will need improvement. Specifically, OPSTEMPO, recruiting and retention.

According to Gen. Lyles, Expeditionary Aerospace Force is a step in the right direction.

"We are hoping to handle high OPSTEMPO and deployments with the EAF concept," he said. "We are organizing the Air Force in a way to manage deployments and OPSTEMPO better than we have done over the past several years.

Gen. Lyles said there is a lot being done to get a handle on the retention and recruiting problem the Air Force has been experiencing.

"We are finding we can't meet our recruiting numbers as we have done so successfully in the past," the general said. "You have probably noticed increased advertising on television lately. This is something we never had to worry about before. We and the other services are all suffering in this regard, and for the first time, the Air Force has taken the lead from the Army and Marine Corps with more advertising."

According to Gen. Lyles, bonuses in some career fields and better ways of managing people are tools being used to fight the retention battle.

"This is a major concern, and the entire leadership is focused on getting our arms around that problem," he said.

Although Gen. Lyles sees needed changes, he has different feelings about switching to gender-segregated basic military training.

"I speak strictly for myself on the subject, but I don't think segregated training is a good idea," he said. "I think we as an Air Force have stood our ground on integrated training. It represents real life. We are a truly integrated force in everything we do, and to train in a segregated manner and expect people to come together in real-life scenarios does not make sense."

On a personal note, the general has a pet philosophy he lives by and thinks the Air Force could benefit from.

"My philosophy, both in terms of management and people, can be summed up in three words — communicate, communicate, communicate," he said. "It's making sure we're talking to people and sharing what's going on, sharing facts, whether it's good news or bad news and letting people know what's happening.

The other part of communication is listening. We need to find out what's bothering people so we can put our arms around the problem and try to solve it. I support the need for commanders, leadership and troops listening to each other so we can operate as a better team."

Photo by Senior Airman Molly A. Gilliam

Vice Chief of Staff of the Air Force, Gen. Lester L. Lyles

F-22 meets fourth of five 1999 DOD flight-test criteria

Extensive, high angle-of-attack maneuvering, completed the fourth of five flight-test criteria

WRIGHT-PATTERSON, AIR FORCE BASE, Ohio (AFPN) — The Air Force's new air superiority fighter, the F-22 Raptor, flew in excess of 60 degrees angle of attack during flight testing Aug. 25, at Edwards Air Force Base, Calif., reaching another milestone and satisfying another flight-test requirement mandated by the Department of Defense.

The milestone, combined with extensive, high angle-of-attack maneuvering, completed the fourth of five flight-test criteria established by DOD and the Air Force for 1999. The flight-test criteria, along with other program requirements, must be completed successfully to demonstrate to defense department officials that the F-22 is ready for Low Rate Initial Production.

"We've met the requirement to demonstrate high angle of attack post-stall flight with thrust vectoring for the Defense Acquisition Board's program review later this year," said Brig. Gen. Michael Mushala, F-22 program director. "With only one more '99 flight-test requirement to meet, I'm confident that our team will rise to the challenge."

Gen. Mushala heads the F-22 System Program Office, which manages development of the Raptor here at Aeronautical Systems Center.

Flight-test criteria already met this year includes: flying at an altitude of 50,000 feet; opening side and main weapons bay doors in flight; and supercruise — flying at 1.5 Mach or greater without afterburner. A fifth requirement, flight in specific, high-speed regions of the F-22's envelope, is expected to be completed before the Defense Acquisition Board convenes in December.

The DAB, chaired by Dr. Jaques Gansler, undersecretary of defense for acquisition and technology, will determine if the F-22 program is mature enough to move to the LRIP phase of building fighters that will be flown in the field by operational line pilots.

Meeting the five prescribed flight-test criteria is necessary for the board to grant full contract award for the program's first six production F-22s, or Lot 1, and advanced-buy contract award for Lot 2, which represents 10 production F-22s.

So far, the program's two flight-test aircraft, located at the F-22's Combined Test Force at Edwards have flown more than 150 sorties and 330 hours; collected more than 4,500 ground and flight-test data-points; and demonstrated flight at 7 G's.

The F-22 also made its first supersonic run at 1.2 Mach with weapons bay doors open, and the engine has remained stall-free throughout the high-alpha flight envelope explored to date.

"We're delighted with the results of the high angle-of-attack testing," said Mr. Tom Farmer, director of Pratt &Whitney's F119/F-22 program. "This test demonstrates that attention to engine stability and operability in the design phase has paid off. "

A third flight-test F-22 is expected to fly early next year. The fourth flight-test F-22, the first Raptor with its advanced avionics installed, is scheduled to fly next summer.

In all, there will be nine flight-test F-22s in the engineering and manufacturing development phase of the program.

The first six production F-22s will support operational test and evaluation at Nellis.

The F-22, the Air Force's chosen replacement for the aging F-15 air superiority fighter, is being developed by ASC to counter lethal threats posed by advanced surface-to-air missile systems and next-generation fighters equipped with launch-and-leave missiles.

Battle Control Center redefines 'going to war'

By Staff Sgt. Paul Coupaud
JEFX Public Affairs

"Going to war" could have a new meaning for the Air Force war fighters of the future.

Aircraft may still cross the miles to engage an enemy, but through new facilities like the "battle control center" we will be able to reduce the number of people and amount of equipment required to be deployed forward into the theater of operations while increasing our capability to command and control aerospace power.

Experimenting with a BCC for the first time this year in the Joint Expeditionary Force Experiment, the Air Force is looking at ways to rapidly evolve its war fighting capabilities. As our aerospace power reaches its global destinations, the Air Force is also flexing its battle control muscles and extending the current command and control capabilities that run the air war and task our defenders against targets.

"The battle control center is a brand new concept," said Col. Curt Neal, JEFX Project Office director here. "We're trying to move information instead of people and the BCC concept brings all the radar and sensor data to one location and allows us to fight dynamically. We can now see the most current intelligence, reconnaissance and surveillance information on screen in real time and re-task aircraft in the air against higher priority targets -- this is something we haven't been able to do before."

Photo by Staff Sgt. Paul Coupaud

With wall-to-wall computers, the JEFX Battle Control Center is online and operating.

The informational benefits the BCC brings to war fighters is two-fold -- not only will Air Force leaders have the ability to re-task aircraft in real time, but units that do deploy to forward locations will present a much smaller and more effective footprint than ever before. For instance, the required cargo to support telephone capabilities could be reduced from an entire tractor-trailer full of equipment to only a few containers. The state of the art equipment in those containers not only weighs less and takes less space, but brings much more capability to the user than was previously possible in the past.

"We don't want to deploy people and equipment during a war if those people can stay back in the states and transfer information back and forth and still accomplish the mission," said Col. Neal. "The BCC gives us the capability to move information to the aircraft very rapidly from virtually anywhere we want."

Col. Neal said contractors and military personnel have worked through the summer getting all the information in place and have worked through a lot of the concept of how the BCC will work when it's all up and running.

"JEFX is cutting years out of the process of getting this new technology to the field," said Col. Neal. "Not days or weeks, but years. This brings new technology to our operators much sooner than ever could be done before."

Warrior of the Week

Staff Sgt. Perry R. Rellin
99th Communications Squadron

Duty title: NCO in-charge of Publications and Forms Management

Hometown: Pearl City, Hawaii

Time in Air Force: 15 years

Hobbies: Volleyball, surfing, fishing, and my family.

Goals: Work on getting my bachelor's degree and career advancement.

If I could improve one thing on Nellis: Add a traffic light at the intersection of Devlin and Washington. There are too many impatient people who don't wait their turn. It's an accident waiting to happen.

Most significant Air Force memory: My remote assignment at Thule Air Base, Greenland. Camaraderie was the best, but I'll never do it again.

What I like most about my job: Having to work with some of the finest people, past and present. Without them, the job means nothing.

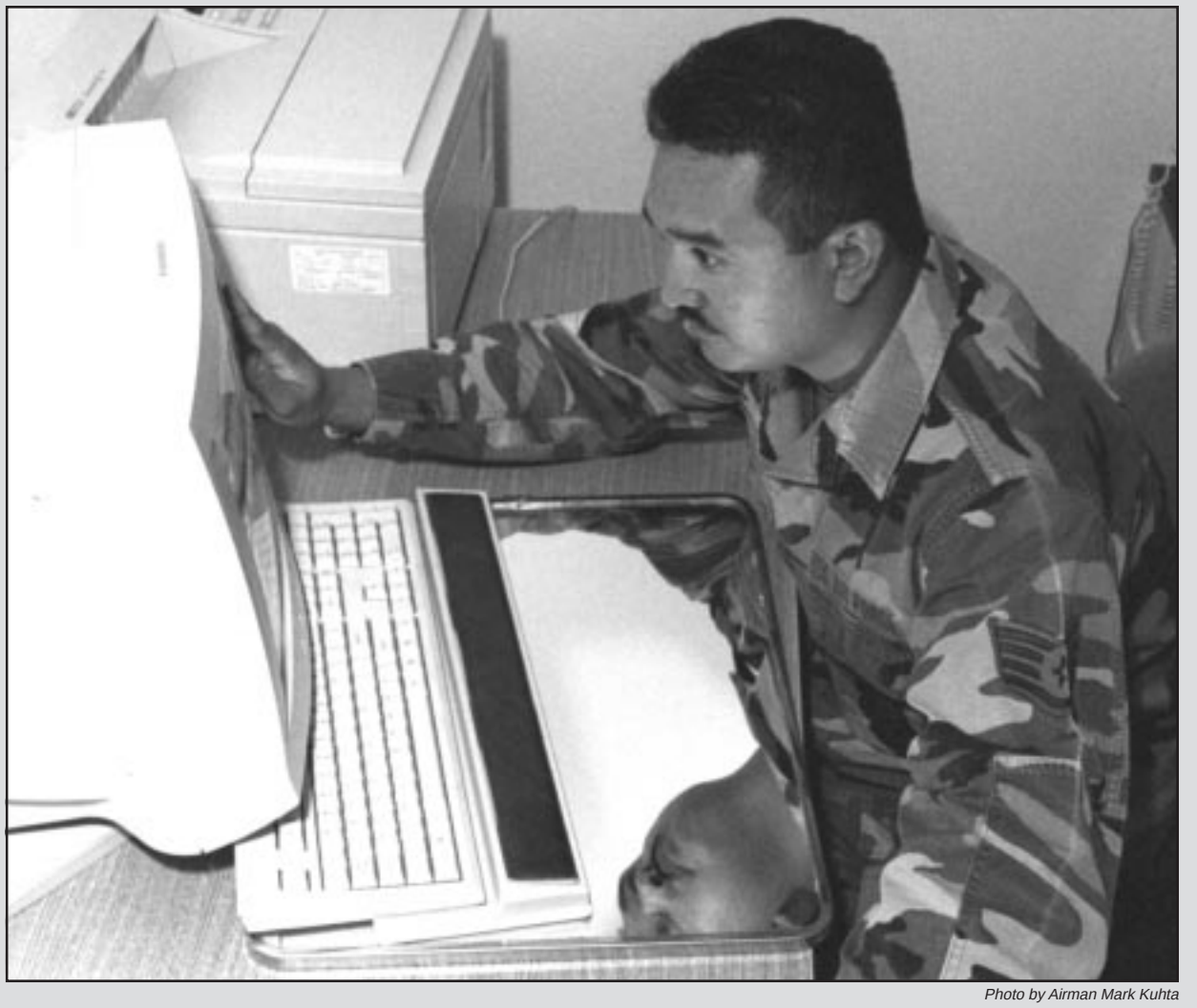

Photo by Airman Mark Kuhta